

SAILING DIRECTIONS CORRECTIONS

PUB 192 **7 Ed 2000** **LAST NM 37/02**
Page 40—Lines 20 to 59/R; read:

Pilotage.—Humber Pilotage Control and Vessel Traffic Service (VTS) are combined in a single center located at Spurn Point. Pilot orders for inbound and outbound passages must be sent to the VTS center by fax, telephone, telex, or VHF channel 14 or 12 as appropriate. In the approaches to the Humber, VHF channel 13 is used as an intership channel and for communication between pilot boats and vessels embarking pilots.

Pilotage is compulsory for vessels over 60m in length and all vessels carrying dangerous substances in bulk. Vessels requiring pilotage should send an ETA message to the VTS center at least 12 hours in advance of arriving at the seaward limit of the pilotage area. The message must state the following:

1. Length.
2. Name and call sign.
3. Grt and nrt.
4. Air draft.
5. Draft and dwt (actual).
6. Summer draft and dwt.
7. Destination.
8. ETA at destination and at Spurn Light Float.
9. Last port of call and original port of call.
10. Berthing orders.
11. Details of cargo.
12. Pilotage requirements and pilot boarding position.
13. Pilot Exemption Certificate number.
14. Report (Schedule II) for vessels carrying dangerous goods.
15. Defects and any other information.

Inbound vessels must confirm their ETA as follows:

- a. 4 hours prior to arriving at the Alpha Lighted Buoy (53°32.8'N., 0°13.3'E.) on VHF channel 15.
- b. 2 hours 30 minutes prior to arriving at the Alpha Lighted Buoy (53°32.8'N., 0°13.3'E.) on VHF channel 14.

The ETA confirmation at 2 hours 30 minutes is required under all circumstances and is not dependent on the availability of a berth or berthing time.

Vessels claiming exemption from compulsory pilotage should inform the VTS center of their intentions. Pilotage is recommended for those vessels exempted but without local knowledge.

All pilotage requirements by inbound vessels should be made through VTS Humber on VHF channel 14 or 15 up to the meridian of the No. 4A Clee Ness Light Float (53°35'N., 0°02'E.). Above this meridian (upriver) vessels should use VHF channel 12.

The pilotage control and VTS center at Spurn Head has radar coverage from seaward of the Humber Light Float to Immingham. Pilot launches operate from a small pier on the W side of the head.

Pilots board vessels over 40,000 dwt, over 20,000 cubic meters (gas carriers), or with drafts over 11m about 1.5 miles NE of the Humber Light Float. Such vessels, while awaiting a pilot, should anchor in the deep-water anchorage centered about 3.5 miles SE of the Humber Light Float.

Vessels should be aware that tidal currents in this area have, on occasion, exceeded the predicted rate and anchored vessels have dragged their anchor N, at rates of up to 2 knots, towards the gas pipelines situated 4 miles N. Due to these strong tidal currents, it is inadvisable for deep-draft vessels to embark the pilot closer to the shore. In addition, there is no certainty that suitable anchorages can be found if for any reason these vessels cannot proceed directly to their final berths.

Pilots board other vessels about 1 mile SE of Spurn Light Float (53°33.5'N., 0°14.3'E.), in the Precautionary Area.
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Page 41—Lines 12 to 53/L; read:

Traffic Control.—The Vessel Traffic Service Humber (VTS Humber) is divided into two operational areas.

Area 1 extends from the sea to the meridian of the No. 4A Clee Ness Light Float (53°35'N., 0°02'E.).

Area 2 extends upriver from the meridian of the No. 4A Clee Ness Light Float to Gainsborough, on the River Trent, and Goole, on the River Ouse.

General information including visibility, weather, tidal information, aids, navigational warnings, and traffic is broadcast for the Rivers Humber, Ouse, and Trent.

The VTS procedures are mandatory for all vessels over 50 grt and those vessels carrying dangerous cargoes.

Vessels within Area 1 should contact VTS Humber on VHF channel 14 or channel 15 (see below). Vessels within Area 2 should contact VTS Humber on VHF channel 12. All vessels should keep a continuous watch on the appropriate channel.

Inbound vessels should send a report to VTS Humber at least 24 hours in advance or within 1 hour of leaving a previous port of call where such port is not situated within the River Humber. The report should include an ETA and the same information as listed above in the request for pilotage message.

VHF channel 15 is the long-range communication channel. It should be used for initial contact by vessels arriving from seaward 4 hours from the Alpha Lighted Buoy. When such vessels are 2 hours 30 minutes away from this buoy, VHF channel 14 should be used and monitored.

Vessels fitted with the appropriate equipment should, after giving the initial notice on VHF channel 15, on approaching the Humber monitor VHF channel 14 and channel 16.

To avoid congestion on VHF channel 12, vessels upriver of the No. 4A Clee Ness Light Float wishing to communicate with each other (intership) for the purpose of navigation should use VHF channel 12 and then move to channel 10. (Vessels are not required to keep a listening watch on VHF channel 10).

Inbound vessels are required to report to VTS Humber on VHF, as follow:

1. When entering the TSS and passing either the Outer Binks Lighted Buoy (53°37.2'N., 0°20.2'E.) or the Outer Sea Reach Lighted Buoy (53°32.7'N., 0°23.0'E.) or the Outer Rosse Reach Lighted Buoy (53°29.8'N., 0°20.9'E.).
2. When the pilot is embarked.
3. When passing the Alpha Lighted Buoy (53°32.8'N., 0°13.3'E.).

4. When anchoring or not proceeding to a port.
5. When passing the No. 4A Cleve Ness Light Float (Change from VHF channel 14 to channel 12).
6. When passing the Sunk Split Lighted Buoy (53°37.1'N., 0°04.6'W.).
7. When passing the No. 19 Paul Sand Lighted Buoy (53°42.0'N., 0°13.7'W.).
8. When passing Trent Falls (53°42.0'N., 0°41'W.).
9. When securely moored at a final berth within the ports and docks of the Rivers Humber, Ouse, or Trent.

Inbound and outbound vessels intending to navigate the Sunk Dredged Channel should obtain clearance from VTS Humber prior to passing Spurn Point (53°34.0'N., 0°6.6'W.).

The Sunk Dredged Channel is now dredged continuously; the least available depth is announced by VTS Humber on VHF channel 12 during regular river broadcasts. This information is also available on request from VTS Humber.

Prior to entering the river, all vessels carrying dangerous cargo should request anchoring or berthing instructions from VTS Humber.

Humber Serious Marine Emergency Plan (HSMEP) is a contingency plan developed to deal with any marine accident or emergency including oil pollution within the river. Details of this plan and the emergency will be broadcast by VTS Humber on VHF channels 12, 14, and 16.

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